

## BOY CRUSHED BY HOSE WAGON; ARM AND LEG BROKEN

Hurried to Hospital,  
With Only Bare Chance  
of Recovery Now.

## JACKSON WARD FIRE SERIOUS

Nine Dwellings Swept Away.  
Twelve Families Being Left  
Homeless, Damage Amount-  
ing to \$20,000. With Prac-  
tically No Insurance.  
Defective Fire Cause.

MARTIN LEO O'NEAL, seven years old, whose right arm and leg were broken when he was run over by a hose wagon at First and Duval Streets, was the only victim of a fire which yesterday afternoon destroyed nine houses in the 1203 block on North St. James Street, rendering twelve families homeless and causing a property loss estimated at from \$15,000 to \$20,000. The O'Neal boy is now in a critical condition at the Virginia Hospital, where it was said last night the chances are against his recovery.

Handcapped by an insufficient water supply, and often unable to approach the flames because of a high wind that drove them for many yards, the firemen battled vainly in their efforts to check the conflagration, which was not under control until it had literally burnt itself out. The flames are said to have been caused by a defective flue, and are believed to have started in the home of Mary Kemp, colored, of 1220 North St. James Street. Every house within 100 yards was frame, and within less than an hour three dwellings had been consumed and the fire was eating rapidly in both directions.

Fire Jumps the Street.  
When it seemed that the fire would be kept in the block in which it started, sparks carried across the street ignited the roof at 1215 North St. James Street, and before the hose could be directed there, the place next door, 1217, had caught. This unexpected turn caused a panic in the neighborhood, and for two blocks families were moving their household goods into the streets, while mothers, with babies in their arms, and children crying at their heels, were seeking places of shelter.

Two streams were taken from the main fire, and directed on adjoining property, and a third alarm might have been turned in but for the fact that the wind suddenly abated, and from then on the task of extinguishing the flames was comparatively easy. The fire was covered by a driver of a grocery wagon, who did not give the alarm before a blaze was rising many feet above the roof of the house in which it originated.

Just after the alarm was given, and before the fire had reached its height, the spectators were startled at seeing a woman, in her night clothes, endeavoring to escape from a second-story window of the burning house to the roof. Annie Kemp, colored, was alone in her room, and had barely gotten where she could be seen from the street, before the ceiling crashed in. She was rescued by a man, who climbed to the porch and was taken to a nearby hospital.

"We fought against terrible odds," said Captain Meadows, of Engine Company No. 9, which first responded to the alarm. "The fire gained great headway in a few minutes, and I realized from the first, with the heavy wind, we were up against a strenuous fight. It was as hot as fire as I ever tackled. It was impossible to stand in St. James Street, and the flames had wind and back of them, and were driven straight across the street. The only marvel is that we ever checked the advance, and I am thoroughly satisfied with the work of the men. I have often dreamed of a fire in this section on such a day, because the buildings are all entirely of wood, and when they once catch, there is no telling when the last spark will be out."

The fire began at 8 o'clock, and was not out until nearly 7 o'clock. An hour later another alarm was turned in from the same box, but this was started in the debris of the first fire. The damage done to the property was estimated at \$20,000. The houses were owned by colored people, and the heaviest loss is by George Porter, of 1224 North St. James Street, who is a negro in old Jackson Ward. Porter stated last night that he will probably lose \$4,000, and carries no insurance. He is a merchant, and conducted a grocery store in one of the buildings.

Andrew A. Williams, colored, of 1217 North St. James Street, and Pat Smith, colored, of 1215 North St. James Street, both of whose homes were seriously damaged, own their property, and carry sufficient insurance to cover the loss. William E. Johnson, of 1212-13 St. James Street, whose dwelling is on the verge of the burned area, owns his home, and carries insurance.

Willie Annie Coles, a widow, Ben Saunders, Annie Lee, Henry Pittman, Mary Kemp, John Lewis, and J. P. Smith, all colored, who occupied the other houses, lost all their furniture and clothing, none of which is insured. Several of the buildings were owned by Mrs. Henry King and a Mr. Rupp. Porter, who owned two of the houses, stated last night that he came to Richmond forty years ago, and got his start as dining-room servant for Mrs. James Dunlop and the late Dr. Hazell. A large percentage of his life's savings went up in smoke.

George L. Buck, a cripple, driver of the hose wagon, when Martin O'Neal was hurt, was relieved soon after he reached the fire, and went immediately to the home, 805 North Fifth Street, where he is offered every assistance in his power.

Before he arrived, however, the city

## Hit By Hose Wagon



MARTIN LEO O'NEAL.

## GLASS A CANDIDATE FOUR YEARS HENCE

Lynchburg Man Declares He Will  
Make Race for Gov-  
ernor.

## FLOOD MAY ALSO RUN

Tucker Still Has Ambition and  
Is Determined to Try  
Again.

[Special to The Times-Dispatch.]  
That Representative Carter Glass, of Lynchburg, who was the central figure on the Democratic firing line in the gubernatorial campaign just closed, will have the support of the Democratic organization four years hence for Governor, provided, of course, that his colleague, Representative Flood, is not a candidate, is the opinion and prediction expressed by a number of Virginians in Washington in the past few days in discussing the election.

Two reasons are advanced for their opinion. One is that Mr. Glass and his Lynchburg papers kept hands off in the last primary between Mann and Tucker. It is pointed out that had Mr. Glass thrown his influence to Tucker, Tucker would have landed the nomination, taking into consideration Mann's small majority.

Again, it is asserted that Mr. Glass really led the recent Democratic fight on the stump, and his unearthing of the kents charges and thus checking the Republican advance in Virginia should bring to him the support of the organization leaders, who would have been held responsible for any great Democratic slump.

A belief prevails here that Mr. Flood may get in the race. Being one of the "Big Four," he would naturally get the organization support should he run.

Mr. Tucker told friends while in Alexandria recently that he would run again, and Mr. Glass informed friends in Washington a month ago that he also intended to make the race, if he lives. It is further known here that Speaker Byrd is a receptive candidate for Governor.

## PASSES THIRD READING

Memorable Scene Is Enacted in House of Commons.

LONDON, November 4.—The House of Commons to-night passed the third reading of the finance bill by a vote of 150 to 148.

The scene in the House was a memorable one. Seldom has there been a larger attendance of members, and the excitement prevailed throughout. All present appearing to be imbued with this historic character of the occasion.

Mr. Asquith, in closing the debate, said it was incumbent upon those who objected to the government's taxes to provide some alternative scheme to meet the nation's necessities. Where was this scheme, he asked. Sooner or later, Mr. Asquith must show his hand, and it would have to be a hand that would suit the game of the tariff reformers. There were only two issues before the houses—the taxes proposed by the budget or tariff reform.

A division was then taken, and the announcement of the vote, showing the government's majority to be larger than had been expected, was greeted with prolonged ministerial cheers. The bill will be formally passed on its first reading in the House of Lords to-morrow, the debate on the second reading, which will determine its fate, beginning November 22.

## CROSBY MAY GET PLUM

Virginia Man Said to Be Slated for Minister to China.

WASHINGTON, November 4.—The name of Oscar T. Crosby, of Washington and Warrenton, Va., has been added to those mentioned in connection with the United States ministerial to China.

The report is current to-night on what is said to be good authority that Secretary of State Knox has selected Mr. Crosby, and that President Taft has his name under consideration. It also is reported that shortly after Mr. Taft's return, if present plans are carried out, Mr. Crosby's selection will be announced.

Mr. Crosby is an electrical engineer by profession, although of late years he has won fame as an explorer and writer. He is a graduate of West Point, but gave up his commission in the army.

## RAIL RATES FOR WATER FREIGHT

Freeman Cites Articles  
on Which Tariff Has  
Advanced.

## FUTURE TRADE OUTLOOK BRIGHT

President White Tells of City's  
Industrial Supremacy, Show-  
ing How Volume of Busi-  
ness Has Grown in Recent  
Years—Eight Hundred  
at Chamber Smoker.

A STONISHING even to Richmond business men were the reports of Richmond's commercial progress submitted to the quarterly meeting of the Chamber of Commerce at the auditorium of the Jefferson Hotel last night. John C. Freeman presented an able and carefully prepared paper on the necessity of what facilities on the James River, submitting data to show that Richmond is not receiving the freight rates to which it is entitled by reason of water competition, and outlining the vast possibilities of future growth if the municipality and business interests will take advantage of the opportunities presented to the city to assume the commercial supremacy of the South.

President William H. White, of the Richmond, Fredericksburg and Potomac Railroad, speaking from the position of a keen observer who has recently come into the community, ably reviewed present industrial conditions, starting those in the grain business by producing figures to show that Richmond is not getting the freight rates it is entitled to, and that it is not doing as well as it should in its manufacturing and other lines of industry, and has many other lines of industry and profit undreamed of in those days to which many like to refer as the "days of the great prosperity."

Impetus to Consolidation.  
In the informal speeches which followed the smoker, a distinct impetus was given to the movement for the consolidation of Richmond and Manchester by several speakers from the Southside city, who pledged their support to a united and enlarged city. The report of Business Manager Dabney showed an increase of 116 members in the Chamber, and the success of a number of lines of activity undertaken by that body, notably its marketing of the resources of the city, its success in securing great industrial and other conventions, and in co-operation with the city government in principal affairs. The smoker was a brilliant social event, attended by about 800 of the representative leaders of business activity of Richmond and Manchester.

Mr. Freeman's Address.  
In discussing the necessity for what facilities on the James River, Mr. Freeman said in part:  
"For many years I have fully realized that the life and growth of a commercial center are inseparably connected with the healthy condition of the transportation lines serving it. I also believe that such a healthy condition cannot be maintained by the carriers without equitable compensation for the services that they render. This does not mean, however, that the highest rates obtainable under artificially produced conditions are equitable."

"On the 15th of October, 1892, our water rates were radically advanced. It is believed, through the influence of the rail lines, and since then they have been changed from time to time, until they are to-day the same as the rail rates on coffee, sugar, tobacco, meats, iron articles, paper bags and boxes, tin plate, pig tin, glycerine, molasses, syrup, glucose, hominy, grits, hops, cotton seed oil and crude, and fuel mineral oils, and are higher than they were prior to that date by from 30 to 40 per cent. on advertising matter, candy, tin cans, dates, figs, oranges, lemons, hardware in boxes, boxes, cotton seed oil, fish, bars in bundles, iron tappers, soda in kegs and ground sumac; 70 per cent. on pig tin, 80 per cent. on hardware in bundles and kegs and soda in kegs, less than carload; 84 per cent. on oil and crude, 86 per cent. on iron bolts and spikes in kegs.

Rail Lines in Control.  
"Another very important point to be considered is which influence is regulating the rates. A careful review of the freight rates, the conditions will show that with us it is the rail line, which is not unusual wherever water and rail competition is found.

"The rail rates from St. Louis to Oklahoma City are over 100 per cent. higher per ton per mile than they are from St. Louis to St. Paul, where water competition affects them, and they are over 505 per cent. higher than the water rates between St. Louis and St. Paul.

"Make another instance showing the effect on rail rates of water competition. On a certain class of piece goods the rate from St. Louis to Denver is \$2.24. The same goods are hauled (Continued on Page Two-Column 4.)

## SEABOARD PASSES TO STOCKHOLDERS

Receivers Formally  
Transfer Railway Prop-  
erty at Midnight.

## WILLIAMS FOR NEXT PRESIDENT

Generally Conceded That Rich-  
mond Man Will Be Elected  
at Petersburg on Thursday.  
All Officers and Employees  
to Remain Until Fur-  
ther Notice.

CONTROL of the Seaboard Air Line, which has been in the hands of receivers since January, 1908, passed to the stockholders last night. The directors of the reorganized company met in New York yesterday to make preparations for the delivery of their property. At the close of the meeting this statement was issued:

"A meeting of the directors of the Seaboard Air Line Railway was held to-day in anticipation of the turning over at midnight of its property to the company by the receivers. The directors, who were present, were: S. Davies Warfield, one of the receivers and chairman of the executive committee, said that the circular which the directors had ordered to be sent to all the employees provided that, until further notice, all persons who at the time of the transfer were officers or employees of the receivers are continued as the corresponding officers and employees of the Seaboard Air Line Railway, with corresponding titles and duties, as at present, the purpose being to maintain the organization which had produced such excellent results during the receivership."

Williams for President.  
It is the common anticipation that John Skelton Williams, former president of the road, will be appointed once more to that position. The annual meeting of the stockholders will be held next Thursday in Petersburg. While the receivership legally expired at 12:01 this morning, as a matter of fact, transfer of the property had been made in effect some time previous, with the announcement that the reorganization plan was in force.

The retiring receivers are S. Davies Warfield, R. A. Cook, and E. C. Duncan. While the property was in their hands it was considerably improved physically by the expenditure of nearly all the proceeds derived from the sale of \$7,500,000 receivers' certificates. Earnings show a substantial and growing income, as the result, it was said yesterday, as a result of the expenditures, the interest on the \$18,000,000 adjustment bonds, part of which retire the receivers' certificates, is not being earned.

No Change Just Now.  
So far, no steps have been taken toward making a change in the management of the system. Mr. Warfield, as announced in yesterday's statement, has been elected to the vacant chairmanship of the executive committee, but Mr. Hix, the general manager of the road, will, according to the implications conveyed by the same statement, be retained, at least for some time to come. Notwithstanding this implication, however, the impression still prevails that Mr. Williams is to be reinstated as executive head of the road. No one connected with the reorganization could be found who would affirm or deny this view of the situation.

Formal Transfer Made.  
BALTIMORE, Md., November 4.—The transfer of the Seaboard Air Line Railway from the receivers to the stockholders of the company took place in the office of the receivers in the Continental Building.

Charles H. Hix, received and receipted for the physical properties, and Treasurer Nutt and Secretary Portous, of the railroad company, the other assets, amounting to about \$12,000,000, the bulk of which represents the proceeds of the sale of \$18,000,000 of adjustment 5 per cent. bonds.

Out of this the company will pay approximately \$11,400,000, being the amount of the receivers' certificates outstanding and floating debt.

Payment of the receivers' certificates will begin next Saturday at the Continental Trust Company, Baltimore, and at the banking house of Blair & Co., New York.

## COLLAPSE IS FEARED

Cordon of Policemen on Guard at  
Criminal Courts Building.

NEW YORK, November 4.—A cordon of policemen, 150 in all, stood guard to-day around New York's \$2,000,000 Criminal Courts building, which the building inspectors have suddenly found threatened with collapse.

No one was allowed in the structure except a few workmen, and an occasional evicted court official in search of important papers. All traffic on the surrounding streets has been stopped. Meanwhile, the workmen are bracing up the cracking walls and constructing a shield of twelve-inch beams across the surface of Lafayette Street to protect the subway beneath in case the building suddenly falls into the street.

The city's engineers expressed a fear to-day that the historic Tombs prison, which occupies a full city block just south of the Criminal Courts building, might also be affected by the slipping of the front and rear of the two buildings, which are joined by the foundations of both are built.

The construction of the city's subways, which run beneath the streets both in front and rear of the two buildings, is blamed by engineers for the slipping of the earth.

## SLATED TO HEAD SEABOARD



JOHN SKELTON WILLIAMS.

## WILL HAVE NO PART IN CONTROVERSY

State Department Fights Shy of  
Cook-Pearry Squab-  
ble.

## REFUSES SOCIETY'S REQUEST

Declines to Ask Danes for Per-  
mission to Examine Re-  
cords.

WASHINGTON, D. C., November 4.—Refusing to be drawn into the Cook-Pearry North Pole controversy, the State Department to-day declined a request that it cable American Minister Egan at Copenhagen to request of the Danish government permission to examine the records of Dr. Frederick A. Cook when they are submitted to that institution.

The request was made by a delegation from the National Geographic Society, which will appoint a committee to visit the Danish scientific institution to which Dr. Cook is to submit his records. This committee, all probably will consist of three members, who have already been virtually selected, but not yet finally approved. To-day's request was made on the ground that the examination would be by scientists of attainment, particularly valuable in the adjustment of the polar problem and of representative of the members of the society, but of scientists generally in the United States.

Every effort was made to surround the delegation's visit to the State Department with a veil of mystery, "no one connected with the reorganization could be found who would affirm or deny this view of the situation."

Determined efforts will be made by the committee to secure the Cook data. Dr. Cook will be afforded every opportunity to place his records, or any information bearing on his trip, before the committee, which, soon after its appointment, will communicate with him directly.

The members of the committee, which will go to Copenhagen for the Geographic Society, will be provided with the usual letters of introduction from the State Department to the American diplomatic officers abroad, asking that the committee be given all courtesies or assistance possible consistent with the official duties of the diplomatic representatives.

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## SPEEDIEST BATTLESHIP

North Dakota Goes Ahead of Her Sister  
Dreadnought.

ROCKLAND, ME., November 4.—The North Dakota is the fastest battleship of the Dreadnought type afloat, as well as one of the two most powerful battleships in the world. Her screw standardization tests over the Rockland, Me., measured mile course to-day developed a maximum speed of 22.5 knots, and an average of 21.83. Both marks are in excess of the best performances of either her sister ship, the Delaware, or the Bellefleur, the leader Dreadnought of the British navy.

Painting Is Finished.  
PARIS, November 4.—Jean Paul Laurens, the French artist, has finished his painting for the Courthouse at Rome, portraying the surrender of Yorktown. It will be shown at the coming salon. The painting represents Washington with Lafayette and Rochambeau, receiving the sword of Cornwallis before the assembled armies.

## KAUFMAN TRAGEDY TO BERLIN HOTEL

He Is Arrested There Charged  
With Frauds Amounting  
to \$107,000.

## PICTURE LEADS TO CAPTURE

Carelessness of Wife Gives Clue  
to Whereabouts of Fugi-  
tive.

BERLIN, November 4.—Martin Kaufman, of New York, was arrested to-day by former United States Post-Office Inspector Henry C. Hill on the charge of frauds amounting to \$107,000, in connection with the Cotton Goods Converters Company of New York. The case has many ramifications. Kaufman was for a long time considered one of the most trustworthy business men of New York. His partner, M. A. Isaac, had such implicit confidence in Kaufman's integrity, that, according to Hill, he induced a number of his friends to take shares in the business. One of these was named Blum, a Cincinnati merchant, who put in \$27,000. Others invested smaller sums. The business proceeded satisfactorily for six months, until Blum asked a customer to settle an outstanding account, which the customer declared was not due. An investigation of the company's accounts followed, and resulted in the discovery of a number of falsified entries amounting to \$107,000.

Kaufman, in the meantime, had disappeared. It was known that Kaufman had been in Europe, but no clue to his whereabouts could be obtained until his wife, who is in business in Lawrence, Mass., dropped a paper containing a photograph of the hotel.

Neither the name of the hotel nor the name of the city was mentioned, but a window was marked, and above it were the words, "This is my room," in Kaufman's handwriting.

After many difficulties the hotel was located in Berlin. The hotelier, who resided under the name of Martin Kaufman, had ordered that his mail be delivered to the tourist's office in Berlin. He called there, and Kaufman stoutly denied his identity, but later he admitted he was the man and the detective now awaits extradition papers from the United States.

Martin Kaufman is believed to have sailed from New York on May 25, 1909, on the steamer was chased by a tug, on which was a United States deputy marshal, with a writ to prevent Kaufman's departure. The tug, however, failed to overtake the steamer.

It is becoming evident that the court will seek to establish as a motive which might have caused the woman to kill her husband the fact that she was in love with a wealthy landowner who had married her, a widow with four children.

This man is supposed to have been M. Boderel, who made a statement to the authorities following the arrest of Mme. Steinheil, in which he had been asked to marry him. "I love only you. My husband leads a life of infamy. I hate him. I have two hatreds in my life—my husband and my mother, who compelled me to marry him. I will get a divorce, and you shall marry me."

## DETERMINED FIGHT ON

Railways Are Seeking to Upset Okla-  
homa's Two-Cent Fare Law.

OUTBURST, OKLA., November 4.—A determined fight between the State Corporation Commission and a member of the larger railroad companies in Oklahoma to test the constitutionality of the two-cent fare law and certain freight rates fixed by the State began to-day before Judge W. C. Cook. The railroads are asking for a temporary injunction forbidding the enforcement of these rates, and to-day Judge Cook heard arguments on the matter of abatement filed by State officers, who contended that the railroads had not exhausted their relief in the state courts, and that the Federal court had no jurisdiction in the matter. On conclusion of the arguments Judge Cook announced that he would return an opinion next Monday or Tuesday.

## DARING ROBBERY

Cashier Sand-Bagged and \$14,150 Is  
Stolen.

NIAGARA FALLS, N.Y., November 4.—William Dobson, cashier of the Canadian Express Company here, was a victim of a daring robbery to-day. His office at the Grand Trunk Company's office in Bridge Street and a package containing \$14,150 taken from him by two unknown men. The robbery was committed in broad daylight, with a score of the station employees within twenty feet of the office. Dobson was alone at the time the two men entered the office, and one of them asked if a trunk had arrived for him. As Dobson stooped over to get his "on-hand" book one of the men reached over the counter and hit him behind the ear with a sand-bag or a piece of soap. Five minutes later Dobson was found lying unconscious on the floor in a pool of blood. He did not recover consciousness for about an hour and was then unable to give a good description of the two men.

## MME. STEINHEIL CENTRAL FIGURE OF GRIM DRAMA

Beautiful Prisoner  
Proves Match for  
Browbeating Judges.

## HER INNOCENCE IS PROCLAIMED

Human Derelict Strides Into  
Court With Confession That  
He Helped Commit Double  
Murder—Story Believed  
Untrue—Thrilling  
Scenes in Trial.

BY VANCE THOMPSON.

[Special to The Times-Dispatch.]  
PARIS, November 4.—Picture a pallid woman, beautiful enough to have captivated peers and a President of France, standing in tragic black in the grim old Court of the Assizes, her arms uplifted, her slender frame trembling with a tumult of emotion, her soft voice breaking into sobs as she flings back answers to the swift-voiced questions of three red-robed judges on the bench—an actress playing for her life, not only to the few breathless hundreds in the courtroom, but to all the world outside. Project into the tense scene a sawn, lacerated forehead from the alley of Mont Martre, who strides before the judges and cries: "She isn't guilty. I was one of the slayers. I was the red-haired woman. I wore a wig."

Picture all this, and you have the drama that was enacted in the second day's session of the trial of Mme. Steinheil, accused of killing her husband and her stepmother, and suspected of a pitiless part in the strange case of Felix Assolant, President of France, who was murdered in the Chamber of Deputies. Very possibly the scene was only drama. Although the president of the court ordered an immediate investigation of the man's strange confession, the authorities are anxious to close the story. They believe him a unbalanced fanatic, but his entrance was no less a startling climax to a hearing that had strained the nerves of all present, had cast an unpleasant light on the procedures of French justice, and had left the beautiful prisoner exhausted.

Becomes a Battle.  
Thrilling enough yesterday, the duel between Mme. Steinheil and the merciless Viscount De Valles, president of the court, became a battle to-day. Three judges at once fired their verbal broadsides at the quivering woman. They bullied her, denounced her, sneered at her, and rebuked her with pitiless onslaught. But they could not shake her story. She repeated her description of the three men in the black robes and the red-haired woman who had come to her home on the night of May 30 and had killed her husband and her stepmother, and had left the beautiful prisoner exhausted.

When the man who entered so dramatically with his strange confession declared that only he and one other had committed the crime, she turned away, and said he must have been a new man there had been four assassins.

Once again, but only once, mention was made to-day of her acquaintance with President Faure. This was the first time in the trial that he had been spoken of by name. Mrs. Steinheil was being questioned about the pieces of a visiting card of Mme. Maseline, with the name of a customer written in, which she had asserted was dropped by the feeling assassin. "Was it at the home of Mme. Maseline, in Havre, that you met President Faure?" asked the judge.

"No, it was during a trip in the Alps," replied the prisoner, her voice breaking.

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Warns the Jury.  
At the opening of to-day's session, President De Valles warned the jury against being moved by the arts and eloquence of the prisoner. He said: "Her tears and indignation are all calculated to affect you."

"So, may I not even proclaim my innocence in my own way?" cried Mme. Steinheil.

From this first crossing of swords, it was a ceaseless, vehement duel between the lonely woman and the magistrate, who, by the anomaly of French justice, is both judge and persecutor. Her repetition of the story of the killing, and her insistence on the fact that the police had discovered that three black robes such as the assassins wore, and a red wig had been stolen from a theatre on the night of the killing, "Why did you send away your watch dog that night?" cried M. De Valles.

"If I had been about to commit the awful deeds which are charged against me there would have been no need to remove a familiar dog," she replied coolly.

The president read the deposition of Dr. Saquet, who had found her tied in her bed. The doctor said that the gag seemed not to have been long in her mouth, as it was not wet from saliva.

The prisoner listened impatiently. "Heaven!" she cried at last, "must I fight for my life against a dog and a gag of common wool?"

President De Valles lost his temper. He rebuked her and began a galling

## Times-Dispatch Correspondents' Association

The annual meeting of the Times-Dispatch Correspondents' Association will take place at Murphy's Hotel November 9, 10 and 11. The President of the United States will address the correspondents on next Wednesday morning.